1-13. (CANCELED)

14. (NEW) A power train (1) of a motor vehicle having at least two drivable motor vehicle axles (4, 5), the power train (1) having a main transmission (3) arranged between a motor (2) and the two drivable motor vehicle axles (4,5) for representing various gear ratios, and with a controllable and a regulatable friction-locking clutch (k_VA, k_HA) arranged between the main transmission (3) and each of the motor vehicle axes (4, 5), respectively, whose transmission capacity is adjustable by way of an actuator system (10), and drive torque is distributable between the two drivable motor vehicle axles (4, 5) as a function of set transmission capacities of the controllable and the regulatable friction-locking clutches (k_VA, k_HA).

15. (NEW) The power train of a motor vehicle 14, wherein the transmission capacity of the controllable and the regulatable friction-locking clutches (k_VA, k_HA) is controlled and regulated by a common actuator (12).

16. (NEW) The power train according to claim 14, wherein the transmission capacities of the controllable and the regulatable friction-locking clutches (k_VA, k_HA) is controlled and regulated by separate actuators (12A, 12B).

17. (NEW) The power train according to claim 15, wherein the common actuator (12; 12A, 12B) is an electric motor whose rotational drive motion is converted by a converter apparatus (13) into translational activation for the controllable and the regulatable friction-locking clutches (k_VA, k_HA).

18. (NEW) The power train according to claim 17, wherein the converter apparatus (13) has two ball-type linear drives (14, 15; 33, 34) which are operatively connected to one another.

19. (NEW) The power train according to claim 17, wherein ball-type linear drives (14, 15) comprise a common nut (16), which is fixed in place in an axial direction and is rotationally driven by the electric motor (12), and a spindle (14B, 15B), respectively, rotation of the common nut (16) results in corresponding translational movements of the spindle (14B, 15B) such that the transmission capacity of a first of the controllable and the regulatable friction-locking clutches (k_VA or k_HA) varies and the transmission capacity of the second of the controllable and the regulatable friction-locking clutches (k_VA or k_HA) is held at a value that corresponds to a synchronous

state for the second of the controllable and the regulatable friction-locking clutches (k_VA or K_HA).

20. (NEW) The power train according to claim 18, wherein the ball-type linear drives (14, 15) comprise a common spindle (22), which is fixed in place in an axial direction and is non-rotatable, on which two nuts (16A, 16B) are arranged, which can be rotationally driven by the electric motor (12) and which during a rotation, as a function of a thread pitch of the ball-type linear drives (14, 15), execute translational movement corresponding with one another for activation of the controllable and the regulatable friction-locking clutches (k_VA, k_HA) such that the transmission capacity of a first of the controllable and the regulatable friction-locking clutches (k_VA or k_HA) varies and transmission capacity of the second of the controllable and the regulatable friction-locking clutches (k_HA or k_VA) is held at a value which corresponds to a synchronous state for the second of the controllable and the regulatable friction-locking clutches (k_HA or k_VA).

21. (NEW) The power train according to claim 17, wherein the converter apparatus (13) has only one ball-type linear drive (25), at least one spring system (26) is arranged between the controllable and the regulatable friction-locking clutches (k_VA, k_HA) and the ball-type linear drive (25), by which, during a translational activation motivation of the ball-type linear drive (25), at the same time activations of the controllable and the regulatable friction-locking clutches (k_VA, k_HA) respectively opposite one another can be generated such that the transmission capacity of a first of the controllable and the regulatable friction-locking clutches (k_VA or k_HA) varies and the transmission capacity of the second of the controllable and the regulatable friction-locking clutches (k_HA or k_VA) is held at a value which corresponds to a synchronous state for the second of the controllable and the regulatable friction-locking clutches (k_VA, k_HA).

22. (NEW) The power train according to claim 14, wherein the actuator system (10) is constructed with one actuator (12A, 12B) and a corresponding ball-type linear drive (33, 34) for each of the controllable and the regulatable friction-locking clutches (k_VA, k_HA), the actuation of the actuators (12A, 12B) is coupled to one another, and in each case an activation of a first of the controllable and the regulatable

friction-locking clutches (k_VA) is adapted to activation of a second of the controllable and the regulatable friction-locking clutches (k_HA) such that the transmission capacity of the first clutch (k_VA or k_HA) varies and the transmission capacity of the second clutch (k_HA or k_VA) is held at a value which corresponds to a synchronous state for the second clutch (k_HA or k_VA).

23. (NEW) A method for controlling and regulating a power train (1) with at least two drivable motor vehicle axles (4, 5), the power train (1) having a main transmission (3) arranged between a motor (2) and the two drivable motor vehicle axles (4,5) for representing various gear ratios, and with a controllable and a regulatable friction-locking clutch (k_VA, k_HA) arranged between the main transmission (3) and each of the two drivable motor vehicle axes (4, 5), respectively, whose transmission capacity is adjustable by an actuator system (10), and drive torque is distributable between the two drivable motor vehicle axles (4, 5) as a function of set transmission capacities of the controllable and the regulatable friction-locking clutches (k_VA, k_HA), the method comprising the steps of:

adjusting transmission capacity of the two clutches (k_VA, k_HA) such that a first clutch (k_VA, k_HA) has a synchronous state; and

varying transmission capacity of a second clutch (k_HA or k_VA) between a lower threshold (W(u)) and an upper threshold (W(o)), which corresponds to a synchronous state for the second clutch (k_VA, k_HA).

24. (NEW) The method according to claim 23, further comprising the step of, in the presence of the lower threshold (W(u)) of the transmission capacity of the clutches (k_VA, k_HA), transmitting essentially no torque from the first and the second clutches (k_VA, k_HA); and

entirely transmitting at least nearly loss-free a drive torque bearing on one clutch (k_VA, k_HA) in the synchronous state of the first and the second clutches (k_VA, k_HA).

25. (NEW) The method according to claim 23, further comprising the step of directing essentially no drive torque to one of the two derivable motor vehicle axles (4 or 5) that is connected downstream from this clutch (k_VA or k_HA) in the presence of

a transmission capacity of one clutch (k_VA or k_HA) that corresponds to the lower threshold (W(u)); and

essentially entirely directing the drive torque of the motor to the other of the two derivable motor vehicle axles (5 or 4) that is connected downstream from a synchronous clutch (k_VA or k_HA).

26. (NEW) The method according to claim 23, further comprising the step of varying a degree of distribution of the drive torque between the two motor vehicle axles (4, 5) as a function of the transmission capacity of the clutch (k_VA, k_HA) whose transmission capacity is being altered.